RAPID TRANSIT.

How Shall New Yorkers Overcome the Length of the Island?

VARIOUS PLANS PROPOSED.

Progress of the New Scheme for Raising a Fund by Citizens.

VANDERBILT'S POSITION.

Statements of Opinion on the Subject by Business Men.

It is tertain that the movement to procure enough money to enable some corporation to be-gin the construction of a rapid transit railway ands favor among all classes of business men. It s conceded on all sides to be the most sensible ction that has yet been taken to assure the achievement of quick travelling through the city, and men with the most diverse views as to the other means to accomplish this are pressing forward to take part in the new movement. A tour through the business portions of the city yes-terday, during which the writer conversed with a large number of bankers, brokers, merchants and professional men, revealed to him many facts in clation to rapid transit, and indicated that as yet there is no unity of a great number of responsible men in lavor of any specific scheme that has so far been proposed. Every plan, however, finds some earnest advocate.

THE MARGINAL RAILWAY and warehouse scheme has at present, as was said in yesterday's HERALD; a greater number of pleaders in its favor than any other project; but there are so many obstacles in the way of its construction that some of the gentlemen most enthusiastic in its favor date the period of its construction and useful work away into the distant future Said one of these gentlemen to the writer vester-While I believe that the Marginal Railway would be a great factor in increasing the commer-cial prosperity of New York, and wish that its truction could be started immediately, I am pertain that it will remain merely a project for the commercial people of this city must wait until the Dock Commissioners, by finishing the work which is planned for them, shall give the apportunity for our great need—that is, the dy transmission of freight in bulk through the city—to be overcome. Looking at the matter of rapid transit as a citizen who wishes to reach his bome speedily after business, and not merely as a merchant who wishes to save the cost of cartage and of waste on the docks, I see that we mus have rapid trains for passenger traffic sione. What route such trains should follow of course it is the province of professional engineers to determine. Yet I think that their way ought to be along the backbone of the city. If an arrangement could be made with Commodore Vanderblit which would fix the price of a passage from Battery to Hariem at, say eight cents, I think that it would be the best plan for a quick transit rallway, starting from the former place, to terminate at the depot at Forty second street." WHAT WE NEED TO SUPPORT A ROAD.

The last remark quoted above conveys the opin-ion of many earnest men. It seems to be determined by them that, however useful a railway might be to our citizens which would take them rapidly from one end of the island to the other, it uid not pay, if it should not acquire a share of the patronage of persons travelling to places distant from the city. "Quick transit," said an intelligent gentleman to the HERALD reporter yesterday, "does not mean merely speedy transmission from the lower to the upper end of this city. You may build a railway here that will satisfy you for a while; but, in order to support it unaided, you will soon have to impose larger lares than poor men Then the greater part of the patronage will fail away and the railway will become moribund. The fact is that to support a quick transit railway here, you will have to draw to it the money expended by outside people in coming into and in leaving the city. Hence the road

SHOULD NOT TERMINATE IN HARLEM.

The question now arises is there opportunity for a new ratiway out of town. I can't see that one else can see one. It seems to me that Comodore Vanderbilt understood all these facts when he procured a charter for an underground railway which he never intended to con-He stands now in the attitude of a dictator. You must do either of three things-build a trunk railway through the State, connect your rapid city railway with Commodore Vanderbilt's Hudson River and Central Road, at Forty-second street, or build a railway to Har lem, which will die under the burden of debt."

COMMODORE VANDERBILT'S POSITION. The tone of these remarks agree with that of many other statements listened to by the reporter. The idea seems to have taken hold of the minds of many people that Commodore Vander-bilt's policy in reference to "rapid transit" could not be surpassed in the particular of shrewdness. It is said that several weeks ago he bluntly informed a committee of citizens that he had no intention of making that underground railway for which he holds a charter. It is his argument, and one very powerful, that he has no need for an underground railroad: that his Fourth avenue horse cars convey passengers, in a way very satisfactory to him, to the Grand Central depot. The Commodore is willing, however, as he has informed a committee of the North Side Association, to take part in the construction of a rapid transit railroad, provided it will terminate at the Grand Central depot.

THE VARIETY OF PLANS PROPOSED. The Railroad Committee of the Society of Civil Engineers has not yet finished its report, and will probably not be able to present that voluminous document to the society for a week or more. committee's work was to examine the various schemes that have been put forth, each as the one that would settie the question of quick travelling in the metropolis, and to decide as to their applicability to the purpose for which they were designed. Other bodies are now concerning themselves with the important subject, one of the latest to take it up being the association known as the Commercial Conference. This body has appointed a committee to consider the matter, which will probably be present at the meeting in the Chamber of Commerce on Monday at noon. It was incorrectly stated in the HERALD of yesterday that this meeting would be distinctively a gathering of the members of the Chamber of Commerce.
The fact is that the rooms of that association are merely loaned to the gentlemen who have interested themselves in the project of making speedy travelling here a possibility. All other gentlemen who sympathize with the project are invited to attend the meeting, at which the committee to receive subscriptions to the pro-

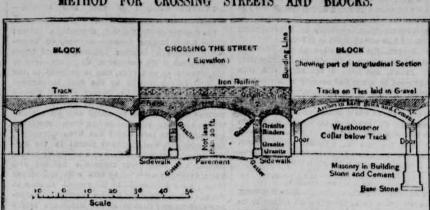
Herewith is presented a plan suggested by a practical engineer, by which many citizens who have canvassed the matter judge that the vexed problem may be satisfactorily solved. The accompanying map and cut will more fully explain the method proposed.

CITY HALL TO FORTY-SECOND STREET IN FIFTGEN

MINUTES. From Forty-second street upward two of the four sunken tracks of the Hudson River Railroad answer the purpose already; the question ther-fore remains how to continue the road down to

Here is a novel plan, safe, practicable and convenient as to location :- Run the road through the centre of the blocks, at a width of 25 feet for two

METHOD FOR CROSSING STREETS AND BLOCKS.



tracks, thus taking two houses in each block; have the roadbed above the first story, or, say, 20 to 24 feet above the street. The road to be built on pillars and arches, as an uninterrupted bridge of about 16,000 feet length, in the old, indestructible manner in which the Romans built their aqueducts and viaducts; the material to be mainly hard bricks and cement, the foundation walls masonry in building stone. on granite footing. Cross the streets with three arches, whose pillars rest on the sidewalk, close to the gutter, thus causing no obstruction.

2 nd St

1 st. St.

OTES

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29 th.St

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25 th.St.

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PARK

HERALD OFFICE ADD

CITY HALL

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perin.

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4 th.St.

3 ra.St.

Lat.St

UNION O

SQUARE

MADISON

SQUAR

CENTRAL

The pillars to be bound with granite binders, the arches covered with a coat of tar and gravel, and afterward with Portland cement to avoid penetration by water; cast iron pipes to lead the our ace water through the pillars down to the city

Through each block (according to its length) construct four or six bridge arches, resting on five or seven pillars, the latter provided with doors

By drawing twelve or sixteen inch walls along the neighboring buildings, splendid fireproof warehouses or cellars, two in each block, are gained below the track, with large entrance doors and windows from the sidewalk. The rent realized from these warehouses or cellars will pay a great part of the interest on the real estate-acquisition account. Where the neighboring buildings are five or more stories high one or two stories could be built above the road, and leased to the

Start on Chambers street, opposite the new Court House, where the lots of old three story ouildings (not occupied yet as store palaces) give ample room for waiting rooms, tracks and switches. The direction of the line is roughly sketched in the map herewith. From City Hall to Spring street, and from Tenth to Forty-second street I doubt that a better line could be found, but the part from Spring to Tenth street may heavy descent parallel with Centre street the elevation of the road over Leonard and Franklin streets will be so considerable that it runs over the City Prison (perhaps on an iron bridge) without interfering with said institution. From Fortieth to Forty-second street the line descends down to the level of the Grand Central Depot, connecting with the two tracks on the east-side. Here are named and located on the map five stations that, on account of the accessibility of crossing street cars are easily reached—namely, Canal, Bleecker, Fourteenth, Twenty-third and Thirty-lourth streets. The acquisition of the necessary property through the whole fifty-six including stations and the curves, will probably not exceed \$5,000,000, as many blocks contain old houses of small value. Hardly a single large institution will be interfered with.

In regard to the cost of construction it is difficult to approximate the amount before the plans are drawn. It will, however, very likely not reach a sum as high as that requisite for the acguisttion of the real estate.

A PROPERTY OWNER'S VIEW OF THE SUBJECT. TO THE EDITOR OF THE HERALD .-

Mr. Lawson N. Fuller writes a good letter to the HERALD in favor of rapid transit, but he does injustice both to himself and his cause by going out of his way to attack other uptown improvements. Does Mr. Fuller really suppose the cause of rapid transit will gain strength by proposing that the city, after taking out of the pockets of its people over \$6,000,000 in assessments "for benellt," shall now deliberately turn around and say, "We've got the money, but won't give the benefit?" That seems to be what Mr. Fuller recommends. But why does he aggregate these columns of figures, showing the cost of city improvements, and seek to appal us with the total at which they foot up? Is it for the purpose of city? He says so; and yet Mr. Fulier ought surely to know how utterly delusive and groundless is this charge. These improvements have cost the city nothing. It is the property owners that are footing the bills; both the share that is assessed upon them and also the share that is supposed to be assessed upon the city at large. More than this. They are not only paying the whole cost o these improvements, but are paying to the city a handsome premium on them besides. Let this be made plate, and we shall hear less, I trust, about the cost to the city of uptown improvements.

Take, for example, the Boulevard-it filustrates all the others. It has cost \$6,000,000. One-half was assessed upon the adjoining property owners. and the other half (\$3,000,000) upon the city at large, and constitutes a part of its permanent be paid by tax. Who pays that tax ? We will see

The Boulevard extends from Pitty-ninth street to 155th street, a distance of ninety-six blocks. These blocks, for a distance of 400 feet on each side of the Boulevard, contain thirty-two lots each, or a total of 6,144 lots. These lots, before the Boulevard was projected, were assessed at an average tax valuation of \$600 each, or \$3,686,400, and produced a tax revenue to the city, at 2% per cent, of \$92,160. These same lots are now assessed at an average valuation of \$3,000 each, or \$18,432,000, and the owners pay taxes upon them, at 2½ per cent, of \$460,800. Here is an increase of taxes of \$368,640, sufficient to pay not only the original tax revenue of \$92,160, but also the whole interest upon the city's share of the debt, and then a clean surplus of \$158,640 besides. All this, remember, is paid by these property owners, and yet Mr. Fuller and some newspapers talk about the heavy de mands made upon the city treasury for uptown improvements. We ought to hear less of it. The city pays nothing for these improvements. It lends its credit merely, but makes each loan to become, like the ancient seed sown upon good ground, yielding fruit-some twenty, some sixty

But Mr. Fuller wants to know what earthly reason can be assigned why the Boulevard should not be utilized as the route of a rapid transit steam ratiroad. He has himself assigned the reason. It has cost too much. It has been assigned to a different destiny. I cheerfully accord it to the genius of the chief original projector of that work that he foresaw the time when that broad thoroughtare—thronged with brilliant equipages, shaded with its quadruple line of eim trees, and nanked on either hand with the grandest examples of architectural art-snould become alto gether the most magnificent avenue of this Western world. All this will quickly disappear when the thundering locomotive shall gain entrance and it shall be condemned to a mere railroad street. That project need hardly be contemplated. What Mr. Fuller wants is rapid transit which shall accommodate generally the upper and lowe

parts of the island. In this we are all agreed. But we may build without destroying. We may do justice here without doing injustice elsewhere. condition upon which all other improvements hinge-upon which all their value depends. We can neither build a city nor live in it if we cannot get to it. We are spending more money on bridges and other means for getting out of the city than we have been willing to give to make our own city available. This must be changed. We must now provide means for gaining access to our own territory. Since no new charters can be given, and since the city can no longer aid private capital to

build a road, it becomes necessary now to sider whether private capital may not come to the aid of the city. Real estate, abused, insulted, outraged, must still be patient and put itself again in of American Engineers are about to report a plan of double-track elevated railways that may be built for \$300,000 a mile. Twenty miles o such road, ten on each side of the city, extending from the Battery to the Harlem River, would cost \$6,000,000. Let the city, following many precedents, assume one-half of this, and let real estate, within a limited district along the lines, recognizing the special benefit it receives, assume by aqroad be the primary fund for the payment of its interest and cost, and these assessments be drawn upon only for deficiencies. So applied neither the city nor the real estate will ever be called upon to pay anything. Yet the roads will have been built, and the vexed problem of rapid transit will have S. E. C.

JCE IN THE RIVERS.

REASONS FOR THE UNUSUAL QUANTITY OF FLOATING ICE THE SCENE TESTERDAY.

If the statements of the old lightermen and others who do business upon the waters surrounding this metropolis can be reifed upon, there has been more floating ice in the rivers which run upon either side of the city and in the bay be this season than there has been for twenty years previously. This is attributed to the numerous and extreme weather changes which have prevailed, ranging from below the freezing point to the temperature of a mild spring day. the cold snaps immense masses of ice have been formed in the Hudson and Hartem rivers and liong the Jersey shore, but to be broken up later and carried to and fro in the East River. especially with the regular ebb and flow of the tide there. Carried thus onward in tremendous quantities but a few days ago it formed, as will be

quantities but a few days ago it formed, as will be recollected, a bridge across the narrow portion of the river opposite Fulton ferry and which, cemented for the time by the coid, enabled large numbers of persons to cress in saiety. This unusual spectacle cannot therefore be regarded as an indication of the severity of the season, but is rather to be attributed to the changes mentioned. During Thursday, when an easterly wind with rain prevailed, the East River was comparatively iree from ice, while, at the same time this mercorological condition had the effect of still further breaking up the masses in the Hudson and the Jersey estuaries, and with the change of wind to the west and the setting in of the tide about ten o'clock yesterday morning the river opposite Brookiya became entirely filled with THE FLOATING ICE CAKES, through which the ferryboats made their way with difficulty. About one o'clock a solid cake, extending nearly across the river, lay in the route of the ferries, but it gradually moved up with the tide and was broken in pieces. At four o'clock, when the tide began to ebb, the river was comparatively clear, though more or less fee lay up against the wharfs on the Brookiya side. During the evening the enormous masses came floating back with the current, increased by the contributions from the Hariem River, and were swept down the bay to renew their joarney with the return of the tide. On the North River side, where the tremendous volume of water from above resists the flow of the tide, and where the greater breadth prevents the choking up of the stream, the ice was much less. Large masses of it lay on the New York sade, driven there by the westerly wind. But the comparative middesize the westerly wind. But

broken as to render a passage through it an easy matter.

It is probable that henceforward the ice will become less and less, as the advance of the season and the height to which the sun has reached will prevent a more extended formation. The principal injury caused has been to the lightermen and the small vessels which ply between the city and the various places in the vicinity, many of which have been compelled to remain at the wharves for days, not caring to encounter the dangers of the ice fields.

THE WEATHER YESTERDAY.

The following record will show the changes in hours, in comparison with the corresponding date of last year, as recorded at Hudnut's Pharmacy,

Herald Build:	ng, New 1874. 197	5,	1874.	1875.
3 A. M			P. M 23	35
6 A. M			M 22	
9 A. M	. 23	24 9 P.	M 21	
12 M	. 24	30 12 P.	M 20	27
Average temp				
Average tem	perature	for corre	sponding da	te
last year				24%
Weekly avers	ge	******		2334
Weekly averag	ge corres	ponding	date last year	30 1-7
S (R) - 6 1 1				
CENTRAL	PARK	ME	FEOROLOG	ICAL

OBSERVATORY.

BSTRACT OF REPORT FOR THE WEEK ENDING A7 1H. P. M., JANUARY 30, 1875.

DA INVALEZADA.
Inches.
Mean
Minimum at 9h. P. M., January 29 29.596
Range
Degrees.
Mesn
Maximun at Sh. P. M January 28 37
Minimumat 3h. A. M., January 27 18
was and the state of the state
Range
Inches.
January 14, snow from 11h. A. M., to Sh. P.
M.; amount of water 0.76
January S, snow and sleet from Sh. 30m. P.
M. to 91, 30m. P. M.; amount of water 0.26 January 9, snow from 1h. P. M. to 12h. P. M.;
amount of water 0.14
January 30, snow from oh. 0m. A. M. to 3h.
A. M.; imount of water 0.00
and with the terminal to the second s
Total amount of water for week
Distance travelled by the wind during the week,
1,181 miles.
A BOOKS SEVERMON

A BOGUS SENSATION.

A PENNSTLVANIA STATEMENT MAKER-THE COST OF LERILING A PRESENTERIAN PASTOR AND

WESTCHESTER, Pa., Jan. 30, 1875. Charle Williams was tried this week upon the charge d grossly libelling the pastor and officers of the Frst Presbyterian church in this borough. The article charges the pastor with gross imme raity, and that he was being tried before a com-mittee of the church, and that although the testi-mony eliticd was so damaging as to create fear-that the reverend gentleman would be lyached, there was no doubt but that he would be ac-quitted,

there was no doubt out that he would be acquitted,

Williams took the stand after the testimony had
been elisted for the prosecution, and admitted
that he lad written the article and sent it to a
New Yor paper, in which paper it was published.
He also stated that he knew there was not a word
of truth in his statement, but that he had written
it for fin and to create a sensation.

The bil of indictment contained two counts—
one charking him with libeling the pastor and the
second is libeling the officers of the church.

The juy found him guilty on both counts.

MELANCHOLY DEATH IN JERSEY.

Mr. Rojert Harper, a man well known throughout Hudson county, met with a sudden death in Hopoken yesterday afternoon under melancholy circumstances. Being part proprietor of the circumstances. Being part proprietor of the First United Presbyterian church and the adjoining house, on the corner of Seventh and Bioomfied streets, he ascended to the roof of the latter building to clear it of the snow and tee. When he undertook to descend by a ladder he missed his notting, and becoming entangled in the ladder he fell with it to the ground and snatained injuries which shortly afterward resulted in his death. He was nearly sixty years of age, and resided he old Hudson City, but did business in Newark street, Hoboken.

FUNERAL OF MRS. MARSHALL O. ROBERTS.

The relatives and friends of this estimable me tron, whose death occurred in England, whither had gone for surgical attendance, yesterday crowded to Dr. Booth's church, corner of Univer sity place and Tenth street, to pay their respect to the memory of the lady whose name has so long been associated with charitable and philan-turopic works. The immense edifice, long before the hour for the services (two o'clock P. M.), was densely crowded. The floral offerings were of the the nour for the services (two o'clock P. M.), was densely crowded. The floral offerings were of the most claborate and appropriate character. Under the pulpit deak was a cross, surrounded by a wreath, both of English immortelea. Below, upon the table and on either end, were two handsome broken columns of white flowers. Between these was a beautiful cross of ivies, a crown of white and mixed nowers and an appropriate mention in the form of a wreath. On the extreme right of the table stood a tribute from the Young Ladies' Christian Association that attracted general attention. It consisted of an ivy basket, surmounted by a white wreath, in the centre of which was a star of violets, and attached the words, "she being dead yet speaketh." Upon the comm were many rare collections of wreaths and other designs, including a book of write flowers, with the last words of the decased, "The gates are opening," in violets. Among the auditers, bankers, lawyers and hierary men.

The services were conducted by Rev. Dr. Taylor, of the Broadway Tabernacks. The latter delivered an impressive discourse, in which he referred to the many Christian graces and charitable abours of the deceased lady, Rev. Dr. Taylor, of the Broadway Tabernacks. The latter delivered an impressive discourse, in which he referred to the many Christian graces and charitable abours of the deceased lady, Rev. Dr. Taylor, of the occasion to read a letter he had received after the death of Mrs. Roberts, in which he referred to the many Christian graces and charitable abours of the deceased lady, rev. Dr. Taylor, and the death of Mrs. Roberts, in which he referred to the many Christian graces and charitable abours of the decaded here were to consider the decay of the pastor of the deceased lady. Rev. Dr. J. L. Sosworth, Augustus L. Brown, Dr. J. R. Wood, Moses Taylor, Edwards Pierrepont, William R. Stewart, Samuel Sloan, Henry G. Stebbins, Dr. J. R. Wood, Moses Taylor, Edwards Pierrepont, William R. Stewart, Samuel Sloan, Henry G. Stebbins, Dr. JR. Wood, Moses

THE CANAL QUESTION.

A REPORT TO BE MADE TO THE BOARD OF TRADE

The Committee on Canals of the Board of Trade onsists of the following gentlemen:-Leander Darling, Waitstill Hastings, Silas B. Dutcher, W. O. Voodford, G. W. C. Clarke and John Leng. A meeting was neld yesterday, at two P. M., at No. 23 Park row. The gentlemen present agreed on the main features of a report which is to be sun mitted to the Board of Trade at their next genera meeting, which takes place on Wednesday. Febru-

meeting, which takes place on Wedpesday, February 10.

The report will embrace the submission of evidence in relation to the introduction of STEAM ON THE STATE CANALS, and this subject will assume not only a great importance in view of the State awards for improved canni transportation, but also from the fact that the Governor of the State in his Message has shown the vital importance of the cannis to the prosperity of the commercial interests of the Rupire City. The committee have examined the various plans submitted to them, including the submarine cable plan, the towage cable and the independent steam power, as well as the horse power, and their report will recommend the encouragement of the most satisfactory system of independent steam power, while at the same time they will recognize the rights and interests of those who have hitherto managed the horse towage to the best of their ability.

The meeting being held somewhat in advance of the published hour was to be considered informal, although the above are the main ideas of the report which the committee will formally sign at a meeting on Monday.

COLONEL POTTER'S PERIL

COLONEL POTTER'S PERIL.

THE CLOSING UP OF ELIZABETH'S NOTED ARSON TRIAL-CROSS-EXAMINATION OF THE COLONEL. The Elizabeth Court House was packed with peoole again yesterday to witness the closing scenes in the important trial of Colonel Henry L. Potter for alleged arson-burning his residence and barn at Linden in order to obtain heavy insurance. The evidence for the State was all gotten in on Friday. and, according to the popular opinion and those who have taken deepest interest in the case, seems to make a strong case for the prosecution. Coionel Fotter was placed on the stand yesterday for cross-examination. In his direct examination he told a pretty smooth, straightforward story, denying any guilty complicity. The Colonel submitted to a long cross-examination by the prosecution attorneys. He had been he said, hine years in the customs service and had been connected with the New York Seventy-first Voinnfelfs.

The defendant gave a version of the processing the colonel submitted the service and had been connected with the New York Seventy-first Voinnfelfs. who have taken deepest interest in the case, seems

The defendant gave a very satisfactory account The defendant gave a very satisfactory account of his whereabouts previous to the fire, and denied in toto the testimony of the witnesses against him. His explanation as to his whereabouts during the fire was not very clear. Altogether the accused got through the cross-examination without being in ared much, if any, in the minds of the jury. The defende rested and to-morrow will commence the summing up. The Colonel has decidedly the best of the case as far as able counsel is concerned. The deepest interest is felt in the issue, not only in New Jersey but in New York.

DISTRESS IN JERSEY CITY

The destitution among the familles of the laboring class in Jersey City is on the increase. Many of the factories are running on balf time. Fully 300 men have been discharged from the railroads district relief committees, and the condition of the families of these unemployed laborers is most pitiable. It was expected that the construction of the Railroad Snip Canal running parallel to Pavonia avenue would be commenced during the coming week, but the work has been postponed. One thousand men will be employed in this work, which will prove a blessing to the laboring classes when it is commenced. The Overseer of the Poor reports that the number of applicants for relief has so increased that the appropriation for the outdoor poor has already fallen short. The County Almshouse at Snake Hill is so crowded that temporary quarters have been erected to meet the increased demand or accommodation. An application will be made to the Board of Aldermen at their next meeting for an additional appropriation for the poor. district relief committees, and the condition of

DESTRUCTION OF A WOOLLEN MILL

BURNING OF THE MULL OF PRESTON & IRWIN-THREE HUNDRED PERSONS THROWN OUT OF EMPLOYMENT-TORS \$38,000. PHILADELPHIA, Pa., Jan. 30, 1875.

About half-past six o'clock this morning the woollen mill of Messra. Preston & Irwin, at Manayunk, took fire, and the flames, spreading rapidly, in consequence of the inflammable material to which they were communicated, soon enveloped the entire structure above the first story. The fire started in the fourth story while a boy was lighting up the mill, just before the hands were to

start work for the day. In applying the match some scraps of wool collected about the gas fixtyres became ignited. The alarm was at olice Riven, but before the Fire Department had strived the upper stories were wrapped in flames, and it was evident that nothing could be done to save the mill. Aboil an holf fiter the fire had started the roof fell in with a crash, carrying with it the back wall, and many who were around the burning building barely escaped being injured.

While the fire was at its very height James Martin, driver of Engine Mo. 12, met with a serious accident, He had perched himself in one of the hill of the fire was at its very height James Martin, driver of Engine Mo. 12, met with a serious accident, He had perched himself in one of the hill of the hill of the fire was a serious accident, He had perched himself in one of the hill of the hill

roon 200 to 300 hands, who now find themselves without employment.

The insurances on building, stock and machinery are as follows:—German American, New York, \$2.375; Continental, New York, \$2.375; Naigars, New York, \$2.375; Republican, New York, \$2.375; Hanover, New York, \$2.375; National, Hartford, \$2.375; Merchants', Newark, \$2.375; Manufacturers', Newark, \$2.376; Insurance Company of North America, \$4,760; Delaware Trust, \$4,750; Pennsylvania, \$4,750; Royal, \$4,750. Total, \$38,000.

BURNING OF A LUNATIC ASYLUM.

QUEBEC, Jan. 20, 1875.

The Beautort Female Lunsuc Asylum, on Montmorency road, was destroyed by fire last night and three temale patients burned to death. The remainder, thirty-five in number, were removed in safety to the asylum occupied by the males. The scenes during the progress of the fire were heartrending and pitiful in the extreme. Some of the patients rushed into corners and obstinately refused to be removed. Others field down the corridors into the darkest cellars and were found shivering with fear. Others again ran up into the cupols and on the roof, and it was only with the greatest difficulty that they could be rescued. It is supposed that the fire originated in the cell of one of the female patients, a woman of vicious character. THE FIFTH WEEK.

The Decision Regarding Tilton's Competency as a Witness.

A Picture of the Judge and How He Presides.

Society's Lesson from the Brooklyn Cause Celebre.

To-morrow the fifth week of the suit of Tilton against Beecher begins. It will be a momentous Montay, because the Chief Justice who presides is to give his decision upon the right of Theodore Tilton to testify against the defendant. The Chief Justice has announced that he does not propose to write out an opinion, but merely to give a decision. He is a sterling Judge, suggest-ing old times, when the best citizen got on the Bench by a sort of Divine right and slowly and ponderously moved through life, arburating, fulinating, correcting, sentencing.

Since the trial came on it may be said that only two persons have made reputations—the presiding Judge and the witness Mouiton. It had been ex-pected that Mouiton would be torn to pieces, and certain belief existed that his peccadilloes and trailties, as much of temperament as of perform ance, would be ruthlessly delineated, while his testimony would be perforated and snown to be unreliable. Moulton made a brag witness principally because he was perfectly natural, and related his ordinary character. A rather sharp young man, with a plausible tongue and a certain jovial resentment, he managed to hame the lawyers arrayed against him and to keep the consideration of the audience, the jury and, as it appeared, the Junge. Had he been prosecuted with less feeling his retorts might have seemed impertment, but his cross-examination developed the fact that some of the lawyers most incensed against him had been nearly on the "ragged edge" like himself—that is, mutual friends seeking to patch up an uncompromisable case. Frank Moniton occupies an ambiguous place. With a certain class of impulsive people he is regarded as a very periect type of

CONSISTENT FRIENDSHIP. He is recollected as the schoolmate of Titton a quarter of a century ago, who has maintained in the midst of selfish business complications a reverence and regard for that memorable friendip. The common mind regards him worthily because he chose the smaller of two opponents to befriend. By such critics he is held to have been a naturally magnanimous, unselfish person, be-cause it was so much easier to run into Mr. Beecher's camp than to dwell on the barren moor like Edgar with the banished king.

On the other hand, there are persons of amiabitty and honor who conceive that Mr. Moulter had no right in any emergency to print the com-

bility and bonor who conceive that Mr. Moniton had no right in any emergency to print the communications which Mr. Beecher nad intrusted to him in solemn confidence, much less to make public the incidental letters of family associates like Thomas Beecher and Bella Hooker. This scandal has lasted so long that a very large portion of society is on the "ragged edge" of consistency, and without much regard for the evidence as it is developed, is stubbornly maintaining some former theory. In fact, society is at war in this case, and the conduct of the trial itself antagonizes a certain class of hair-brained partisans.

JUDGE NELISON AND THE REFORTERS.

As the expectal dignity toward the press, not individualizing any particular reporter or newspaper, as some of the lawyers have done, but apparently seeking to make the most boyish reporter reel that he is a part of a court of justice and responsible for his utterances, at least to himself. In this view of the case the Brooklyn trial is no demoralization to those rather loose times. At the estates of the realm are put upon their good behavior and disciplined. The press has been any, the Bench has been partisan, the press and the caucus have bossed the Bench, and it has seemed for several years as it a trial at law was merely a measuring of forces. Providence being generally on the side of the heaviest legal and social artillery. The Brooklyn trial has redressed a sort of justice which was patent in this State two years ago. The Judge is a great part of the court, and he has that unreliability in his decisions which keeps both sets of lawyers in motion to know what he may do. For instance, last week he ruled out all the iree love interacture, on the theory that it was "atrocious" the word "atrocious" is the Judge's—while, meantime, he rebuked the plaintiff's counsel for putting imputations upon General

The Judge's Rulings.

Therefore, when it is said that the Judge in this case is one of two persons who have made a reputation, we mean that he is the first judge in an ordinary court who has made as judicial rulings and human inclinations a large part of common morality. He has endeavored, apparently, to make lawyers, reporters and the andience feet their re-

retion, we mean that he is the Brist judge in an ordinary court who has made as judicias rulings and human inclinations a large part of common morality. He has endeavored, apparently, to make lawyers, reporters and the audience feet their relation to a vast unorthinate scandal—something not to be made a joke or a sensation, nor to be used by its partisans for the degradation of third parties; but an affair where the greatest good of the greatest number will be subserved by absolute, large, considerate justice.

This Judge (Neilson) is somewhat peculiar. He can be alternately familiar and severe. He is a big-boned, democratic sort of man, suggesting the oid-lashioned judges of Jeffersonian times—men like Samuel Chase, McKean and Cooper. The counsel around him are relatively indifferent. There are several gentlemen in the Becener trial whose opinion of themselves is at least equal to the best opinion among the spectafors. We can be impersonal in this statement because more than one, two, or perhaps three, are covered by it. The great fact about the Beecher case is that it is a trial in humanity. It is a test of the relation of the sexes, the justice of individuality, by which we mean the right of a person, male or female, to alter relations concerning the affections and to resume them.

The inversers of Society.

The mighty spic of human nature in this trial is recited before us, with frequent recesses, so that we can become partisans of the tale. Mrs. Titon responsered in Court last Friday, indicating that a certain position she had resolved to take was not abandoned by ner. A great constituency of mismands is trying itself by this drama. We are at present in the drag and stagnation of business and we are paying unusual attention to such a social issue as the Brooklyn scandal.

The very sensitiveness we have to show as presswiters on the subject is a proof of the interest of society, the overweening, preponderating passion of the gender that the growth of modern lineary studying the problem of matrimony by this

an average jury and square counsel to reason for us.

As to the verdict it might be a contempt of Court to prognosticate it. The defence has not yet begun, and it may overturn the entire performance of the prosecution. This belief, however, prevails among those who daily watch the trial—that the jury is neither purchasable nor ductile; that it is a good jury, generally unacquainted with the scandal in its intensity, and earnest to get possession of only the facts. Therefore, if one person is not sure of his inocence and the other not sure of his theory, there is music ahead.

FIRE IN FORDHAM.

A barn belonging to Moses Devoe, on the Ford-ham Landing road, was destroyed by fire test night. One borse was consumed in the building. The loss is estimated at \$1,000. The barn was in-sured for \$500 in the Westchester County Impur-ance Company. No cause has yet been assigned for the burn.